

### ADVISORY ACTION ATTACHMENT

#### new issues

The new issues are (1) in claim 1, adding --rib that forms an edge of the inner side of the pneumatic tire--, (2) in claim 29, adding --such that the rib forms the axially inner edge of the tread-- and (3) in claim 4, adding --the rib, which is formed as--.

In claim 1, changing "pneumatic tire which designates directions having an inner and an outer side of a vehicle in a state where the tire is mounted on the vehicle" to --pneumatic tire having an inner and an outer side in a state where the tire is mounted on a vehicle-- does not constitute a new issue.

#### remarks

Applicant argues that because Japan 004 indicates that the oblique groove is desired to stretch from the tread end to the tread central portion, adding a continuous annular track, which blocks the groove from stretching to the tread central portion goes against the express teaching of the reference. This argument is not persuasive because Japan 004's *invention* is configuring oblique grooves to define a crossing angle of 15 to 80 degrees to improve steering stability **instead of** stretching the oblique grooves from the tread end to the tread central portion. Japan 004 teaches away from completely eliminating the shoulder transverse grooves, but fails to teach against connecting the shoulder blocks to form a rib comprising a continuous track and transverse grooves.

Applicant argues that Japan 004 touts the benefits of having grooves which extend from the tread central portion to the tread ends. Applicant is incorrect. Japan

004 touts the benefits of oblique grooves defining a crossing angle. These benefits comprise improving steering stability and preventing wear. It is emphasized that Japan 004 teaches that "it is important to consider the relationship between the extending direction of the oblique grooves contained in the tread pattern and the road surface reactive force input to the tire" (page 4, emphasis added) **instead of** --it is important to consider the opening of the oblique grooves to the circumferential groove--. Also, see page 7 lines 1-15 of translation for Japan 004.

Applicant argues that Japan 004 teaches away from the type of grooves disclosed by Boiocchi et al. This argument makes no sense because both Japan 004 and Boiocchi et al teach using oblique grooves in a shoulder land part.

Applicant argues that the tire of Boiocchi et al does not have a directionality. Applicant is incorrect. Contrary to applicant's argument, Boiocchi et al teaches a directional tread pattern. See Figure 5 of Boiocchi et al.

Applicant argues and examiner agrees that the rib in Boiocchi et al contains transverse grooves (oblique grooves). However, claims 1 and 29 read on the claimed rib containing oblique grooves. Claims 1 and 29 fail to require the rib to define a continuous tread edge (i.e. a tread edge which is not interrupted by transverse grooves (oblique grooves)).

With respect to applicant's description on page 11 of the response filed 12-13-10 of the interview on 8-31-10, examiner comments: "INTERVIEW RECORD OK".

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Steven D. Maki whose telephone number is (571) 272-1221. The examiner can normally be reached on Mon. - Fri. 8:30 AM - 5:00 PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Richard Crispino can be reached on (571) 272-1226. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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/Steven D. Maki/  
Primary Examiner, Art Unit 1747

Steven D. Maki  
December 27, 2010